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HONGKONG, SATURDAY, MARCH 4, 1911

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T. F. Hough, Esq., C. J. Lafrentz, Esq.,
Hongkong, November 15 1909. 1910.

**ALICE MEMORIAL AND AF-
FILIATED HOSPITALS.**

Annual Meeting.

Hon. Mr. A. W. Brewin, Registrar General,
presided over the annual meeting of the
Alice Memorial and Affiliated Hospitals
on Friday evening when there were present
the Hon. Dr. Ho Kai, Messrs J. W. Bolles,
A. S. Cousland, Dr. Forsyth, Dr. I. E.
Mitchell, S. W. Two, F. M. Crawford,
treasurer, and Dr. R. MacLennan Gibson,
secretary.

Hon. Dr. Ho Kai said that they had a
large number of names on the finance com-
mittee yet it was always desirable to in-
troduce new blood annually and he therefore
proposed that Messrs Chiu Po Sien and
Chan Kai Ming, chairman of the Tung Wah
Hospital, should be elected.

Mr. Two having seconded the motion it
was unanimously carried.

The report of the secretary was laid on
the table and Mr. Crawford submitted his
annual statement of accounts and on the
motion of Mr. Bolles seconded by Mr.
Cousland the accounts were adopted.

A hearty vote of thanks was recorded to
Mr. Crawford on the motion of Mr. Two
seconded by Mr. Bolles, while a vote of
thanks was also recorded to Mr. David
Wood, on the motion of Dr. Mitchell,
seconded by Dr. Forsyth, for his services as
auditor.

The Chairman expressed his conscious-
ness that he had not earned his right to
occupy the chair as he did not recollect
that Dr. Gibson had called on him to render
assistance. However, it looked very likely
with a debit balance of \$3,000, that he
would now be asked to exert himself a
little more. Regarding the subscriptions
he did not think it was possible to
increase the number of subscribers but
he was really afraid that as matters stood
that they could not make both ends
meet because they must expect bills
for repairs, every three or four years.
If the managers really found that they could
not get more subscriptions he thought he
would feel in a stronger position to appeal
to the Chinese people whom he thought
should be represented on the managing
body. However he would leave that sug-
gestion for the consideration of the London
Missionary Society as people, while being
very generous, usually liked to have a
say as to how their money should be
spent.

A gratifying feature about the sub-
scription list was the number of patients
who had contributed. In the previous year
they had 20 patients subscribing \$300 and
this year they had 52 patients subscrib-
ing \$302 (Applause). It was very gratify-
ing to find people who had benefited
by the hospitals willing to bear a share of
the expenses and he thought it ought to
stimulate subscriptions. In these days of
reform and progress it might be somewhat
possible to secure the more active co-operation
of the Chinese ladies in getting subscrip-
tions. They would never forget that they
owed the Ho Kai Ling Hospital to the
generosity of a Chinese lady, but the
names of Chinese ladies did not appear
on the subscription list. The
Maternity Hospital work showed progress
and the number of patients were increasing
every year. He regretted that Dr.
Perkins was not present at the meeting as
they would have liked to have welcomed
her on taking Dr. Sibson's place and to
assure her that she would have plenty of
work to do. (Applause).

On the motion of the Hon. Dr. Ho Kai
the chairman was re-elected, the proposition
being seconded by Dr. Gibson.

A vote of thanks to the chairman was
also carried.

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1911

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L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

42, 44 & 46, October 23, 1908. 116

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Members and Devonians wishing to

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to

M. S. NORTHCOOTE,

Hon. Secretary.

Hongkong, March 2, 1911. 307

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Best Attention Paid to Guests.

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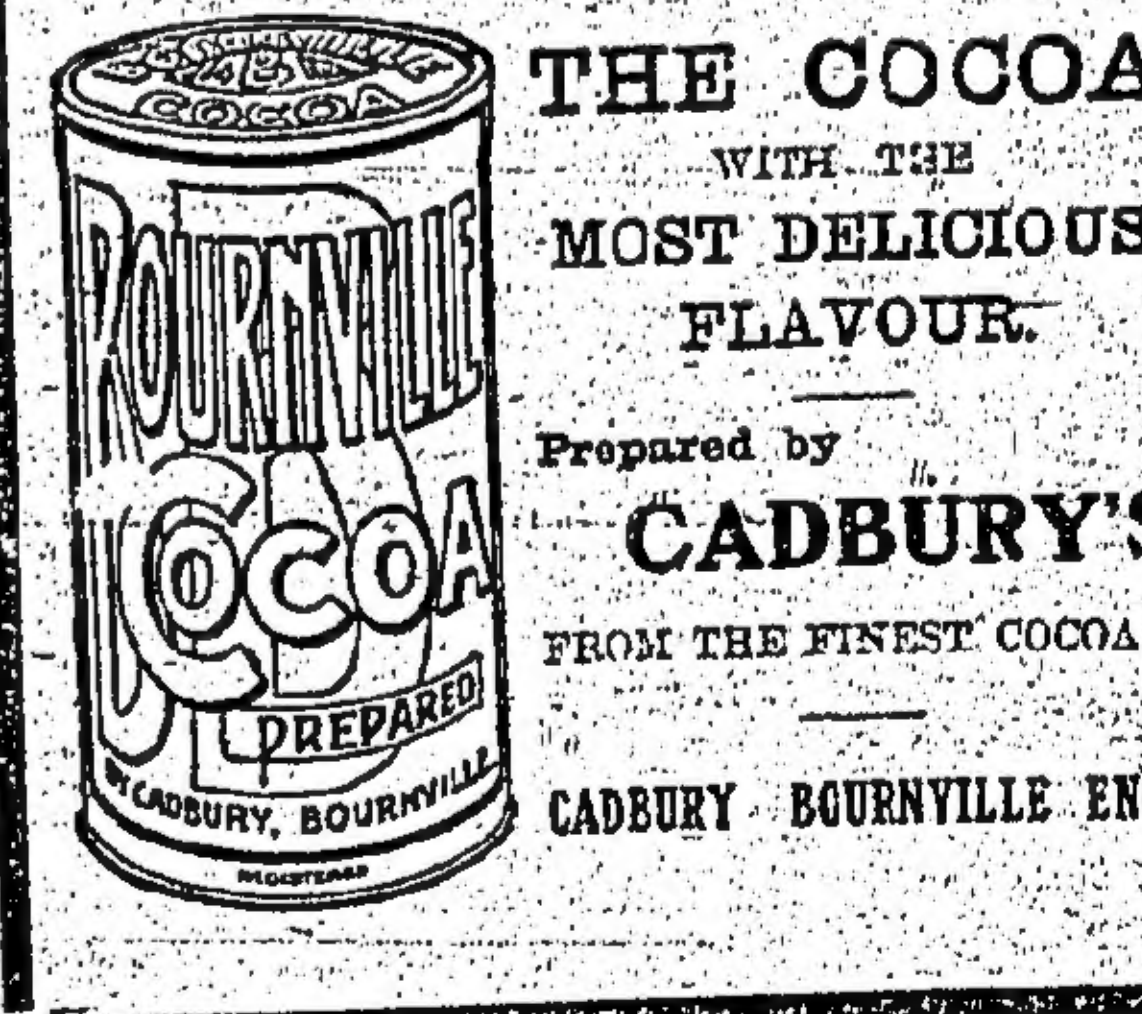
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Hongkong, August 12, 1908. 1788.

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(Signed) J. S. SHERIDAN (Journalist).

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Salut and most Effective Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



SHIPBUILDING AT HOME AND ABROAD IN 1910.

During 1910, exclusive of war ships, 500 vessels of 1,137,738 tons gross viz., 473 steamers of 1,137,738 tons and 27 sailing vessels of 5,431 tons, have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 45 of 124,645 tons displacement. The total output of the United Kingdom for the year has, therefore, been 545 vessels of 1,277,814 tons.

The output of merchant tonnage in the United Kingdom during 1910 shows an increase of 152,103 tons on that of last year. It is, however, the lowest total recorded by Lloyd's for thirteen years with the exception of 1903 and 1906. As regards war vessels the total for 1910 is 3,415 tons more than in 1909.

Practically the whole of the tonnage launched has been built of steel, and over 99½ per cent. is composed of steam tonnage.

COMPARISON OF TONNAGE LAUNCHED, 1909-1910.

Of the total output, 80½ per cent., or 919,706 tons, 916,817 steam tons and 2,889 sailing tons, has been built for registration in the United Kingdom.

In this connection, it should be noted that, from the information at present in the possession of Lloyd's Registry, the tonnage of the United Kingdom vessels lost, broken up, &c., during the last twelve months appears to have been 361,000 tons (311,000 steam, 50,000 sail) while the sales to foreign and colonial owners have reached the recent total of 210,000 tons (203,149 steam, 6,851 sail). On the other hand 2,257 tons (1,727 steam, 530 sail) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 58,744 tons (51,989 steam, 6,755 sail).

The total tonnage of the United Kingdom would thus appear to have decreased by about 190,000 tons, and the steam tonnage to have increased by about 266,000 tons. The net increase of United Kingdom tonnage at the end of 1910 is therefore about 106,000 tons.

From the annual statements of the navigation and shipping of the United Kingdom, issued by the Board of Trade, showing the number and tonnage of vessels on the register at the end of each year, which statements, however, take into account vessels of less than 100 tons, it appears that the net increase in the United Kingdom tonnage for the previous five years was as follows:—1905, 384,932 tons; 1906, 778,516 tons; 1907, 636,706 tons; 1908, 161,873 tons; 1909, 150,686 tons.

VESSELS LAUNCHED FOR ABROAD.

The amount of tonnage launched for abroad during 1910 was 223,473 tons, forming 19½ per cent. of the total output, as compared with 24,273 per cent. in 1909, 21½ per cent. in 1908, 18½ per cent. in 1907, 18 per cent. in 1906, 19½ per cent. in 1905, 18 per cent. in 1904, 18 per cent. in 1903, 19 per cent. in 1902, 19 per cent. in 1901 and 1900. As in 1909 and 1908, the British Colonies have provided the largest amount of work for the shipbuilders of the United Kingdom, viz.:—29 vessels of 43,407 tons (3 4/5 per cent. of the total output). Norway occupies the second position with 34,098 tons, being followed by Germany (28,507 tons), Sweden (20,247 tons), Austria-Hungary (18,447 tons), and France (15,076 tons).

SIZE AND SPEED OF VESSELS.

The number of large steamers launched in the United Kingdom during 1910 has been more than the average of recent years. During the years, 1899-190, 47 vessels of 6,000 tons and upwards were launched in the United Kingdom, the following five years, 1901-1905, 150 were launched. During the three years, 1907-09, 78 such vessels were launched. 1 vessel of 10,000 tons and upwards, only five were launched in the five years 1902-06; 32 were launched during the five years 1907-10; 29 were launched during the five years 1902-06, and 23 during the three years 1907-09.

The returns for 1910 show that 26 vessels of 6,000 tons and above were launched. They include the largest vessel ever built, viz., the White Star Line's Olympic, 45,000 tons, under construction at Belfast, and seven other vessels of over 10,000 tons each.

At the present time there are under construction 46 vessels of 6,000 tons and upwards, of which 10 are of 10,000 tons and above. The fastest of these vessels are the steamship Olympic and three turbine steamers intended for Channel service, all designed for a speed of over 25 knots.

OUTPUT OF LEADING PORTS.

The Glasgow district occupies the first place among the shipbuilding centres of the country, showing an output of 211,076 tons. This follows in order Newcastle 203,331 tons, Sunderland (176,435 tons), Belfast (163,326 tons), Greenock (122,722 tons), Millersburg 108,764 tons, and Hartlepool (86,235 tons). In war ship tonnage Newcastle leads with 28,515 tons, followed by Devonport with 25,750 tons, Portsmouth 22,600 tons, Glasgow 22,570 tons, and Greenock 20,000 tons.

TURBINE VESSELS.

Four vessels in which the turbine method of propulsion has been employed were launched in the United Kingdom during 1910.

There were also "launched" the a.s. Olympic, 45,000 tons, and the a.s. Rotterdam, 11,120 tons, both of which vessels are to be fitted with turbines as well as reciprocating engines. Besides the above, at the end of 1910 there were under construction in the United Kingdom one merchant vessel of about 1,700 tons which is to be fitted with steam turbines, and four large vessels which will have turbines as well as reciprocating engines.

OTHER SPECIAL TYPES.

Of steamers building on the longitudinal framing system, 18 were launched during 1910, with a gross tonnage of 68,015 tons. The returns also include 6 vessels of the wing and side tanks type; 27 steam trawlers and other fishing vessels; 26

COLONIES AND FOREIGN COUNTRIES.

It appears that there have been launched abroad, during the year, 777 vessels of 814,684 tons (453 steamers of 712,003 tons and 324 sailing vessels of 102,681 tons). These figures show an increase of about 204,000 tons as compared with those for 1909. Among foreign countries, the leading places are held by the United States of America (331,318 tons), Germany (159,393 tons), France (80,732 tons), Holland (70,045 tons), Norway (30,931 tons), and Japan (30,215 tons).

The total output of war vessels abroad (77 of 176,209 tons displacement) shows a decrease of about 102,000 tons displacement on the figures for the preceding year.

UNITED STATES.

The total merchant tonnage reported for the United States (331,318 tons) is about 152,000 tons larger than that of the previous year; the increase in the tonnage built on the coast amounting to 97,600 tons. These figures include, however, nearly 40,000 tons of vessels which are only intended for river and harbour purposes, &c. The figures for the Great Lakes are about 24,000 tons more than in 1909, and include 20 steamers of over 5,000 tons each—the largest of which was the William B. Palmer of 7,002 tons, built on the longitudinal framing system by the Great Lakes Engineering Works of Detroit, Mich.

The largest seagoing steamer launched was the U.S. Navy collier Cyclops of 10,644 tons, built at Philadelphia. Besides this vessel there were launched 9 seagoing merchant steamers of over 5,000 tons each. Only one sailing vessel of over 1,000 tons was launched during 1910.

GERMANY.

The returns show an increase of about 31,000 tons in the shipbuilding output compared with last year, but the figures (159,393 tons) are still about 150,000 tons less than the total built in 1909, which was the highest on record. As usual, the figures do not take into account vessels launched on the upper rivers, the total of which amounts to about 17,000 tons.

Nine steamers of 5,000 tons and upwards were launched in the country during 1910, the largest being about 8,000 tons.

No sailing vessel of any importance was launched during the year, but it is of interest to note that there are at the present time under construction at Hamburg two steel sailing vessels, each of about 3,000 tons.

FRANCE.

The present returns (80,732 tons) show an increase of over 38,000 tons as compared with the tonnage launched during 1909, and taken in conjunction with the fact that the tonnage under construction at the present time is nearly double that building twelve months ago, point to a general movement in the French shipbuilding industry.

The largest steamers launched during the year were the transatlantic liner France, of about 23,000 tons, building at St. Nazaire, to be fitted with turbines—the largest vessel yet built in the country; and the a.s. Saint Anna, of 9,350 tons, built at La Seyne. No other steamer of over 5,000 tons was launched during 1910.

HOLLAND.

The total tonnage (70,045 tons) launched in Holland during the past year exceeds by nearly 12,000 tons the figures for 1909. This total does not include vessels known to be exclusively intended for river navigation. From returns received from this country it appears that the tonnage of barges, lighters, and other river vessels launched during 1910 amounts to about 15,000 tons.

Three steamers of 5,000 tons and upwards were launched, the largest being the Princess Juliana, 8,035 tons, built at Amsterdam.

NORWAY.

The output for 1910 amounted to 30,931 tons. This is an increase of about 6,000 tons on the 1909 figures, but is a much smaller total than that returned for vessels in previous years. The figures include only two vessels of over 1,500 tons, the largest being of 1,701 tons.

JAPAN.

The figures for Japan (30,215 tons) continue to show a decreasing output. They are 22,000 tons less than those of 1909, and are the lowest reported since 1902. Included in the returns are two steamers of about 5,000 tons each.

OTHER COUNTRIES.

The only other countries with an output of over 20,000 tons are the British Colonies (26,234 tons) and Italy (28,019 tons). The total for the British Colonies includes one steamer of about 5,000 tons, built at (Consult on Page 3.)

SHIPBUILDING AT HOME AND ABROAD IN 1910.

During 1910, exclusive of war ships, 500 vessels of 1,137,738 tons gross viz., 473 steamers of 1,137,738 tons and 27 sailing vessels of 5,431 tons, have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 45 of 124,645 tons displacement. The total output of the United Kingdom for the year has, therefore, been 545 vessels of 1,277,814 tons.

The output of merchant tonnage in the United Kingdom during 1910 shows an increase of 152,103 tons on that of last year. It is, however, the lowest total recorded by Lloyd's for thirteen years with the exception of 1903 and 1906. As regards war vessels the total for 1910 is 3,415 tons more than in 1909.

Practically the whole of the tonnage launched has been built of steel, and over 99½ per cent. is composed of steam tonnage.

COMPARISON OF TONNAGE LAUNCHED, 1909-1910.

Of the total output, 80½ per cent., or 919,706 tons, 916,817 steam tons and 2,889 sailing tons, has been built for registration in the United Kingdom.

In this connection, it should be noted that, from the information at present in the possession of Lloyd's Registry, the tonnage of the United Kingdom vessels lost, broken up, &c., during the last twelve months appears to have been 361,000 tons (311,000 steam, 50,000 sail) while the sales to foreign and colonial owners have reached the recent total of 210,000 tons (203,149 steam, 6,851 sail). On the other hand 2,257 tons (1,727 steam, 530 sail) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 58,744 tons (51,989 steam, 6,755 sail).

The total tonnage of the United Kingdom would thus appear to have decreased by about 190,000 tons, and the steam tonnage to have increased by about 266,000 tons. The net increase of United Kingdom tonnage at the end of 1910 is therefore about 106,000 tons.

From the annual statements of the navigation and shipping of the United Kingdom, issued by the Board of Trade, showing the number and tonnage of vessels on the register at the end of each year, which statements, however, take into account vessels of less than 100 tons, it appears that the net increase in the United Kingdom tonnage for the previous five years was as follows:—1905, 384,932 tons; 1906, 778,516 tons; 1907, 636,706 tons; 1908, 161,873 tons; 1909, 150,686 tons.

VESSELS LAUNCHED FOR ABROAD.

The amount of tonnage launched for abroad during 1910 was 223,473 tons, forming 19½ per cent. of the total output, as compared with 24,273 per cent. in 1909, 21½ per cent. in 1908, 18½ per cent. in 1907, 18 per cent. in 1906, 19½ per cent. in 1905, 18 per cent. in 1904, 18 per cent. in 1903, 19 per cent. in 1902, 19 per cent. in 1901 and 1900. As in 1909 and 1908, the British Colonies have provided the largest amount of work for the shipbuilders of the United Kingdom, viz.:—29 vessels of 43,407 tons (3 4/5 per cent. of the total output). Norway occupies the second position with 34,098 tons, being followed by Germany (28,507 tons), Sweden (20,247 tons), Austria-Hungary (18,447 tons), and France (15,076 tons).

SIZE AND SPEED OF VESSELS.

The number of large steamers launched in the United Kingdom during 1910 has been more than the average of recent years. During the years, 1899-190, 47 vessels of 6,000 tons and upwards were launched in the United Kingdom, the following five years, 1901-1905, 150 were launched. During the three years, 1907-09, 78 such vessels were launched. 1 vessel of 10,000 tons and upwards, only five were launched in the five years 1902-06; 32 were launched during the five years 1907-10; 29 were launched during the five years 1902-06, and 23 during the three years 1907-09.

The returns for 1910 show that 26 vessels of 6,000 tons and above were launched. They include the largest vessel ever built, viz., the White Star Line's Olympic, 45,000 tons, under construction at Belfast, and seven other vessels of over 10,000 tons each.

At the present time there are under construction 46 vessels of 6,000 tons and upwards, of which 10 are of 10,000 tons and above. The fastest of these vessels are the steamship Olympic and three turbine steamers intended for Channel service, all designed for a speed of over 25 knots.

OUTPUT OF LEADING PORTS.

The Glasgow district occupies the first place among the shipbuilding centres of the country, showing an output of 211,076 tons. This follows in order Newcastle 203,331 tons, Sunderland (176,435 tons), Belfast (163,326 tons), Greenock (122,722 tons), Millersburg 108,764 tons, and Hartlepool (86,235 tons). In war ship tonnage Newcastle leads with 28,515 tons, followed by Devonport with 25,750 tons, Portsmouth 22,600 tons, Glasgow 22,570 tons, and Greenock 20,000 tons.

TURBINE VESSELS.

Four vessels in which the turbine method of propulsion has been employed were launched in the United Kingdom during 1910.

There were also "launched" the a.s. Olympic, 45,000 tons, and the a.s. Rotterdam, 11,120 tons, both of which vessels are to be fitted with turbines as well as reciprocating engines. Besides the above, at the end of 1910 there were under construction in the United Kingdom one merchant vessel of about 1,700 tons which is to be fitted with steam turbines, and four large vessels which will have turbines as well as reciprocating engines.

OTHER SPECIAL TYPES.

Of steamers building on the longitudinal framing system, 18 were launched during 1910, with a gross tonnage of 68,015 tons. The returns also include 6 vessels of the wing and side tanks type; 27 steam trawlers and other fishing vessels; 26

Lemco

Lemco is a godsend in out-of-the-way corners of the world. In cooking, Lemco makes the plainest fare palatable and nourishing; in sickness, Lemco provides a strengthening and easily-digested food of utmost value. Lemco is highly concentrated pure fresh beef. No preservatives, yet, where fresh meat gets hot, it spoils. Lemco keeps absolutely good. No other Beef Extract is so reliable as Lemco—no other so delicious and strong. The purity of every ounce is guaranteed.

Opinion about Lemco—
"As Medical Missionary in India, I frequently used Lemco as a tonic. We always have in our dispensaries out here."—India.

LEMCO,
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VETARZO NERVE FOOD

The most powerful and effective remedy for all cases of nervous debility, loss of vitality, and all the ailments of the nervous system. It restores the failing energies and builds up the system. It is a most valuable and powerful tonic. It is a most valuable and powerful tonic. It is a most valuable and powerful tonic.

Do not accept substitutes, but get the genuine VETARZO.

Intimations.

Scientific

OPTICAL KNOWLEDGE

conscientiously applied insures you a perfect fit in the way of glasses.

If your eyes trouble you see us and have the satisfaction of knowing the cause.


EYES EXAMINED.
LENSES DUPLICATED.
GLASSES FITTED.
TORIC LENSES a specialty.

CLARK & Co
SCIENTIFIC OPTICIANS
HOTEL MANSIONS
HONGKONG

PEDDER ST. Entrance
Opp. New Post Office Building.

Hongkong, February 14, 1911. 77

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BEWARE OF IMPURE WATER.
"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER
SOLD BY ALL STORES.
SYPHONS.....at \$2.00 each.
BULES.....at 0.50 per box.

WHOLESALE BUYERS:
Can obtain at London price from
KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Vaux Road Central,
HONGKONG.

行發總
司公限有行生國港香
Hongkong, March 1, 1911. 294

The Unrivalled Killer!

Fatal to insect life—harmless to everything else. Sold in tins and bottles only, but be sure you get—

KEATING'S

Kills Flies, Bugs, Beetles, etc.

ASAHI BEER



Obtainable EVERYWHERE

SOLE AGENTS
MITSUI BUSSAN KAISHA.
Hongkong, December 17, 1910 1552

YEE SANG FAT,
OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

NEW STOCK OF
LADIES' SHOES
AND
GENTS' BOOTS
ENGLISH MADE.

Slazenger Tennis Balls
\$10 doz.
Hongkong, Sept. 1910. 1814

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KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS, AND HOUSEHOLD PURPOSES.

Ships' Bunkers supplied at short notice.

KAIPING COKE

Competes with the best quality English Cokes for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST **FIREBRICKS** GRADE
SQUARE, ARCH AND CUPOLA.
Best Sealing Blocks, Fine Covers, Ground Fireclay, Stoneware Glazed Pipes, Glazed Tiles, Foundation Bricks (Non-absorptive), Building Bricks (Extra Strong).

OFFICES: 16, ALEXANDRA BUILDINGS, HONGKONG
TEL. ADDRESS: MAISHAN, HONGKONG.
TELEPHONE: No. 869.
Hongkong, April 16, 1910.

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NO WATER USED.

MIXED WITH PETRIFYING LIQUID.
STONE PRESERVATIVE.

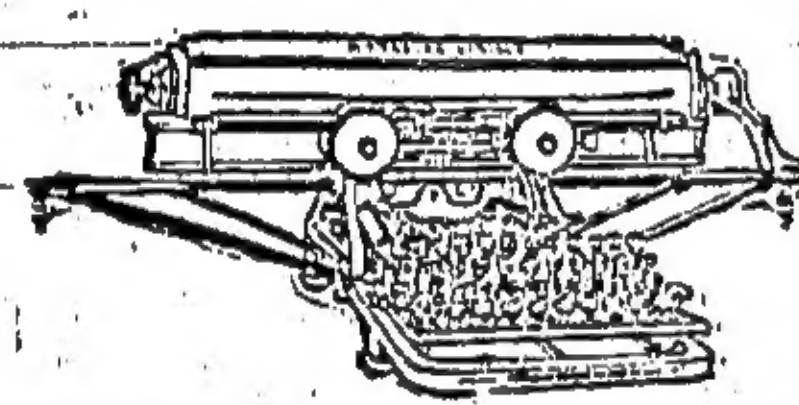
Sole Agents: **OWEN B. WILKS & CO.,**
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TEL: 909. TELEG: WANDPROOS.
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HONGKONG, December 1, 1910.

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FIRE EXTINGUISHER.

AN OUNCE OF PREVENTION IS BETTER THAN A POUND OF CURE
Indispensable for Offices, Schools, Clubs, Hospitals
Godowns, Hotels, most recommendable for Private Residences, especially in Hill Districts.



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VISIBLE
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RELIABLE, CHEAP, WRITING ALWAYS VISIBLE.

'Its All Write.'

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ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver, Temporary Congestion arising from Alcohol, Bile, Errors in Diet, (Eating or Drinking), Biliousness, Sick Headache, Giddiness, Oppression or Feeling of Melancholy, Vomiting, Heartburn, Sourness of the Stomach, or Constipation. It is a Refreshing and Invigorating Beverage, most Invaluable to Travellers, Emigrants, Sailors, and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin and Kidneys by Natural means: thus the blood is freed from poisons or other harmful matters, the foundation and great danger of Gout, Fever, Worry, Blood Poison, etc. There is no doubt that when it has been taken in the earlier stages of a disease, it has in innumerable instances, prevented a serious illness.

CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'; otherwise you have the dangerous form of SALT—IMITATION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C. 4, by J. C. ENO'S Patent.

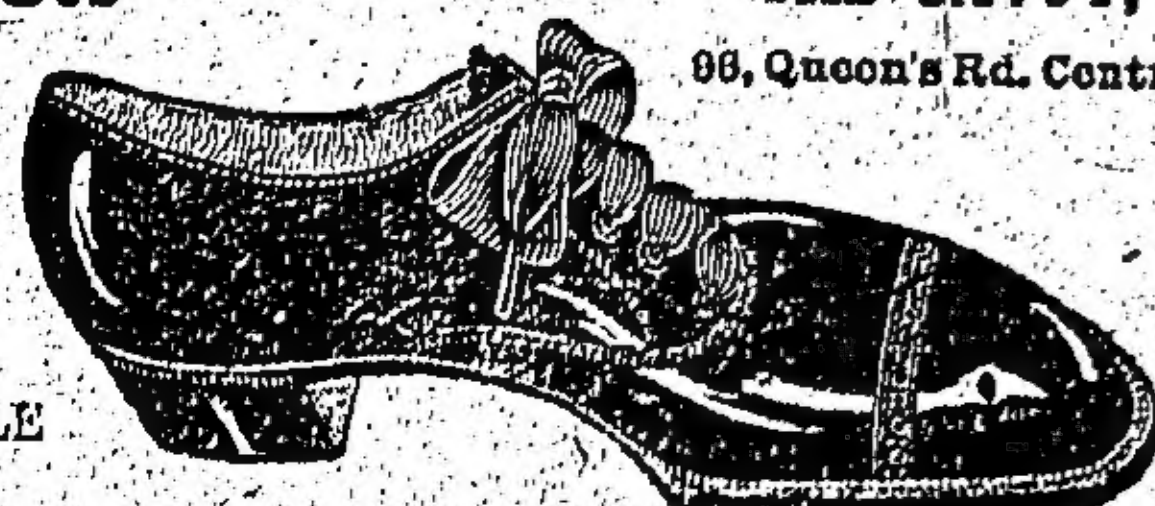
Sold by Chemists and Stores everywhere.



JOHN OAKLEY & SONS, LIMITED, WELLINGTON MILLS, LONDON.

Regal Boots
AND
Shoes

FOR SALE
AT REASONABLE
PRICES



THE SAVOY,
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Hotels

STATION HOTEL,

NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.

Private Dining Room.
EXCELLENT CUISINE.

TEL. No. K120. Tel. Address 'THEHOTEL'

For Particulars apply to

THE MANAGER.

Hongkong, March 1, 1911.

VICTORIA HOTEL,

LATE

NEW AMOY HOTEL,
KULANGSU.

UNDER NEW MANAGEMENT.

Good Food, Clean Rooms, each with Separate Bathroom.

REASONABLE CHARGES.

Two minutes' walk from the principal landing place.

BAR, BILLIARDS AND BOWLING ALLEY.

Chas. A. Mutton

Proprietor.

Hongkong, January 3, 1911.

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10, QUEEN'S ROAD CENTRAL.

(Top Floor)

CENTRALLY—SITUATED, Up-To-Date

Boarding House. Recently renovated

and under entirely new management. Large

and Comfortable Rooms and Excellent

Table. Hot and Cold Baths. Electric

Light throughout. Terms Moderate.

For Particulars and Rates, Apply to

S. CARLETON, Manager.

Hongkong, October 13, 1910.

1259

KING EDWARD HOTEL

A

HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Tables D'Hotel at Separate Tables.

Tele. Address: 'VICTORIA' Hongkong

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MANAGER.

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BRASSIDE

PRIVATE HOTEL.

STANDING in its own grounds with

tennis and croquet lawns; Large

and Well Furnished Rooms. Every

home comfort. Fine View of the Harbour.

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Apply to Mrs F. W. WATTS,

'Brasside', 20, Macdonnell Road.

Hongkong, September 2, 1908.

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'KINGSCLERE'

PRIVATE HOTEL.

APPROACHED from Kennedy Road

and Macdonnell Road.

TEL. No. 134. Tel. Address: 'KINGSCLERE'.

A.B.C. Code 4th Ed.

Electric light, hot and cold water through-

out. Billiards, tennis, croquet, putting

green and fine stabling for horses.

Proprietress, Mrs F. SACHSE.

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CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

HONGKONG, No. 77, QUEEN'S

ROAD CENTRAL.

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1. Government and Municipal Guarantees for the ultimate repayment of principal, at fixed rate of 4 per cent.
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WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodic drawings, either with Cash Premiums varying from £20 to £100,000, or at the very least, at their full nominal value.

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We will invest funds singly or in combinations of the most advantageous ones, payable by convenient monthly instalments ranging from £1 to £25.

We are the largest Dealers in the world. Write for Handbook, sent post free.

MELVILLE, GILBY & Co., Bankers.

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COMMERCIAL

SHARE REPORT.

Messrs Vernon and Smyth in their weekly share report dated March 3rd state:—
The feature of the past week has been the further advance in sterling "Rubbers," in which a good business—chiefly re-sales to London—has been done, and though, at the close, London quotations come somewhat easier, the position for the period under review shows a marked improvement on rates last reported. In Singapore descriptions but little has been done, the market there being still sluggish and slow to respond to the improved conditions at home.

Local stocks in the interval have received but scant attention, and there is little business to report and no material changes in rates in any section. Fine Hard Para Rubber after advancing yesterday to 7 1/2 per lb is to-day quoted at 7 3/4 per lb, the latest quotation for finest plantation sheets by wire being 8 1/2 per lb.

The Bank of England rate of discount remains at 3 1/2 per cent., but the open market rate is again easier, the quotation being now 2 3/4 per cent. Bar Silver in London is quoted at 24 1/2 d. per oz. quiet. Sterling T.T. closes at 10 1/2, and the T.T. rate on Shanghai at 74.

Banks.—Hongkong and Shanghai have been sold in small lots at \$82 1/2 ex the dividend of \$2 1/2 per share at 110 Ex = \$84 1/2 per share, paid on the 27th ult., market closing with buyers at \$880.

London is unchanged at \$38. Siam continues in request at \$80.

Marine Insurance.—Small sales of policies are reported at \$300 and more, buyers are in request at this figure. There are also buyers of North China at Tls. 10 1/2 at which rate sales have been booked. Canton at \$17 1/2 are enquired for, but no sales appear available under \$17 1/2.

Five Insurances.—China have sold and have further buyers at \$12 1/2. Hongkong are procurable at \$36 1/2, but no sales are reported.

Shipping.—Hongkong, Canton and Macao have ruled steady with small sales at \$30. Indo-China can be placed at \$90 for the preferred and Deferred combined, after sales at the rate. Shell Transports have declined to 90/- sellers, but there are no changes to report in quotations for Douglas, Star Ferries or China and Manila, which close without business.

Refineries.—China Sugars have been booked at \$110 and close with probable buyers. Luzons are wanted at \$18, but have not been dealt in during the interval.

Mining.—No business in this section has transpired, and quotations are unchanged.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled quiet and close with sellers at \$55 ex the dividend of \$1 1/2 per share for 1910 paid on the 28th ult. Hongkong and Kowloon Wharves can be placed at \$64. New Amoy Docks are quoted at \$64, and Shanghai Docks at Tls. 6 1/2.

Land, Hotels and Buildings.—Hongkong Lands have ruled steady at \$90, buyers prevailing at \$94. Kowloon Lands are wanted at \$34, and West Point at \$44, the latter after sales. Hongkong Hotels are placed at \$103 and \$104 for the old and new issues respectively, and Humphreys Estates at \$6 1/2. Shanghai Lands are wanted in the North at Tls. 28.

Clifton Mills.—Hongkong have sold and more shares are wanted at \$8 1/2. In the North Eros are offered at Tls. 55, Inter-nationals are wanted at Tls. 50, and Laos Kung Mow at Tls. 63. There is a small demand for Soy Chees at Tls. 23.

Miscellaneous.—Sales have been booked of China Borneo at \$94, \$93 and \$9. New Peak Trams at \$11, China Light at \$100, and Valsons at \$91. There are buyers of Union Water at \$61, China Providents at \$7 1/2, Cements at \$2 1/2, and Powells at \$2 1/2. Ropes are on offer at \$18, and United Asbestos at \$11 1/2.

Rubbers.—The following sales to London are reported:—Anglo Malay at 23/- to 24/-, Java Tins at 102/3, Straits Bergans at 8/3, Sponges at 27/3, Eastern International Trusts at 10/- to 10/- prem., and Rubber Trusts at from 10/- to 20/6 prem. Allagars are wanted at 6/3 and Singapore Paras at 6/6.

The following are quotations to hand by wire to-day, middle prices:

Highlands and Lowlands	113/0
London Assurance	143/0
London Assurance	143/0
London Assurance	143/0
London Assurance	143/0
London Assurance	143/0
London Assurance	143/0
London Assurance	143/0
London Assurance	143/0
London Assurance	143/0

METINGS ADVERTISED.

Kowloon Land & Building Co., Ltd., 8th inst.
China Fire Insurance Co., Ltd., 9th
Hongkong Fire Insurance Co., Ltd., 10th
China Sugar Refining Co., Ltd., 16th
Luzon Sugar Refining Co., Ltd., 16th.

NOTICE.

MR. LI HON FAN, a Chinese graduate in law, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of China Mail office, or direct to 37, Hollywood Road, 2nd floor.

Hongkong, December 24, 1910.

1553

STEAM LAUNDRY CO.

YAUMATI.

ESTABLISHED 1890.

THIS only successful Steam Laundry in the Far East. THE ONLY LAUNDRY IN THE COLONY UNDER EUROPEAN SUPERVISION.

Filtered Water. Regular Delivery. Clean and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Beaconsfield Arcade. Tel. K29.

E. WOOD, Manager.

Hongkong, January 27, 1911.

121

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

TUESDAY, March 7th, at 5.30 P.M.

Gothic Suite. Boellmann. Secorade. Frank Bridge. Ardante. Lefebvre-Wely.

And other items.

Vocalist: Mrs. SCHORRE.

This is the first recital for series given on the first Tuesday of each month.

Hongkong, February 27, 1911.

283

CROSSE & BLACKWELL

TABLE DELICACIES.

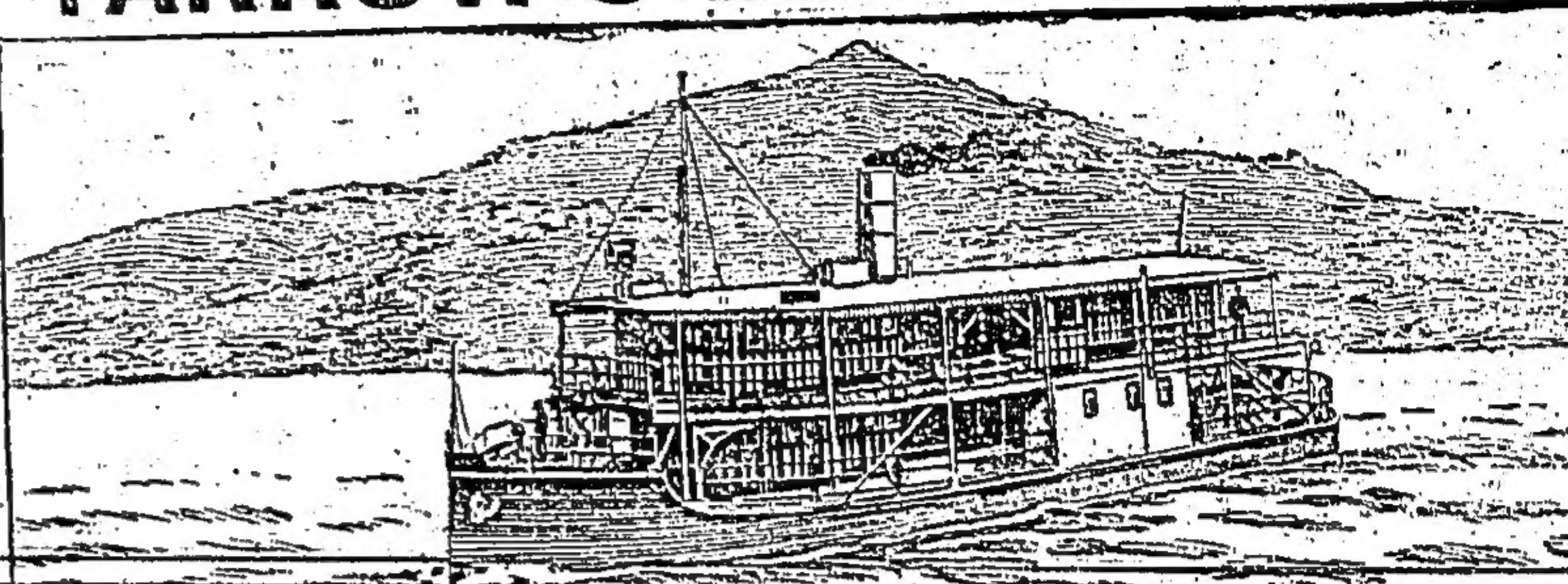


CELEBRATED OILMEN'S STORES.

PICKLES, SOUPS, JAMS,
JELLIES, POTTED MEATS,
MALT VINEGAR,
SALAD OIL.

Agents for Lea & Perrins' WORCESTERSHIRE SAUCE.

YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a specialty of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—

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D.J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

Acts like a charm in
DIARRHOEA, and is the only
Specific in **CHOLERA** and
DYSENTERY.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words Dr. J. Collis Browne's Chlorodyne on the Stamp.

Sold by all Chemists. Prices in England, 1/11, 2/9, 4/6.

Sole Manufacturers: J. T. DAVENPORT, Ltd., London, S.E.

Checks and treats
FEVER, CROUP, AGUE.
Best Remedy known for
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ASTHMA, BRONCHITIS.
The only Palliative in
NEURALGIA, GOUT, RHEUMATISM.

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TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and

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The Cheapness and quality of their Goods have no equal.

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107 & 108, CONNAUGHT ROAD CENTRAL. (Turning past the Door).

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Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs

CAMERAS FOR HIRE.

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A. S. Watson & Co., Ltd.

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Hongkong, April 16, 1907.

WM. POWELL,

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'EMPIRE'

CINEMATOGRAPH THEATRE.

THE PIONEER HALL OF THE COLONY
DEA VOUX ROAD CENTRAL,
Opposite Central Market.

2 Performances:—7.15 to 9 and
9.15 to 11.30 P.M.

Tremendous Success of the eminent
Artistes the
DONNELLY FAMILY.
In Songs, Dances and Sketches.

Mr DENNIS CARNY,
the celebrated Comedian.

The Grand and Interesting Film
SCOTLAND'S NEWSPAPERS.

The Grand Film
THE GENTLEMAN'S DAUGHTER
A play of the time of Nero.

MEMOS FOR MONDAY.

7.15 P.M.—S. R. A. Rifle Meeting continued.
7.30 P.M.—Auction of Crown Land.
8 P.M.—Address by Lady Lugard on
Ministering Children's League at Government House.
9 P.M.—Concert at Samson's Institute.
9.15 P.M.—Lecture on "Chinese History" by Mr A. H. Harris at European Y.M.C.A.

General Memoranda.

TUESDAY, March 7.—
4.30 P.M.—Organ Recital of St. John's Cathedral.
WEDNESDAY, March 8.—
11 A.M.—Meeting of The Kowloon Land & Building Co., Ltd.
9 P.M.—Concert Soldiers' and Sailors' Home.
9.15 P.M.—Annual Meeting Institution Engineers and Shipbuilders of Hongkong, King's Building.
THURSDAY, March 9.—
11 A.M.—Meeting of China Fire Insurance Co.
9 P.M.—Union Church Literary Club, Mr A. Delany Brown on "A Physician of the 14th Century."
FRIDAY, March 10.—
11 A.M.—Meeting of H.K. Fire Insurance Co.

The China Mail.

HONGKONG, SATURDAY, MARCH 4, 1911.

CHINA'S EXPORT TRADE.

ONE effect of the keen competition displayed by the big commercial concerns of the chief countries of the Western Hemisphere for a share in supplying the great Chinese Empire with her ever-growing needs is to throw into sharp prominence the extent of the Middle Kingdom's purchases from the outside world. No such magnifying circumstance, however, exists to draw attention to the measure of China's contributions to the demands of her international customers. For precise and reliable information on this question of the value of China's exports we must turn to the official returns issued by the Chinese Imperial Maritime Customs, whose detailed figures, however, are always a year late in publication. Thus those for 1909 are only now being sent out. From the mass of statistics which the Report contains we gather that the total value of the export trade during the year named was Taels 338,992,814, which is in advance of the 1908 figures by no less than Taels 92,332,411. In fact, glancing at the totals for the past decade we see that the increases in goods exported have been continuous without any deflection whatever. This in itself is a most healthy sign. Hongkong, as usual, was the Empire's best customer, though, of course, it must be remembered that most of the goods shipped to this port would be again distributed to various European centres. For this reason it is difficult, if not impossible, to trace their ultimate destination. However, dealing with the returns as tabulated we gather that the value of China's exports to this Colony was nearly 97 million taels, compared with 92 million taels for 1908. France took over 38 million taels' worth of goods, this representing advances of six and eight millions respectively when contrasted with the two previous years; while Russian Pacific

ports called for supplies to the value of 27 millions compared with 21 millions for 1908 and 10 millions for 1907. China is finding Japan a better customer as the years go on. For the year under notice the Island Empire bought over 51 million taels' worth of goods from her near neighbour—an amount which far exceeded the returns for any previous year. The figure in 1908 was 37 millions. The intercourse between China and the United States is also extending, and for 1909 the total exported to the latter country is represented by a sum of 32 millions, which compares with 23 millions and 26 millions for 1908 and 1907 respectively. More markets for Chinese products have also been found in Great Britain, whose patronage is reflected in a sum of well over 10 millions, against totals of about 12 millions for each of the two preceding years. German purchases totalled about 7½ millions, which is slightly above the sum for 1908.

It would be impossible to deal in any great detail with the character of the goods supplied to China's numerous buyers, but one or two of the principal trades may be briefly touched upon. First position must be given to the bean trade which during the year under review nearly quadrupled its returns when contrasted with the preceding twelve months. The value of beans sent out of China was no less than over 32 million taels, the figures for 1908 and 1907 being respectively nine millions and three millions! Turning to the coal industry we observe that there were 195,950 tons sent out of the country, against 27,894 for 1908; 6,351 for 1907 and 2,304 for 1906. Hongkong took 65,000 tons, which was a marked increase on the 1908 figure of 14,000 tons and on the 3,000 and 213 tons for 1907 and 1906 respectively. Japan also absorbed a largely increased tonnage—48,680 compared with 5,311 for 1908 and only 355 for 1907. India appears in the returns for the first time under this section, her purchases being 16,000 tons. Of rice there were only five million odd piculs exported, compared with eight millions for 1908, but the value was almost the same—20 million taels, contrasted with 21 millions for the latter year. There was a decrease also in the quantity of black tea exported, the amount being 619,000 piculs against 685,000 for the year before. In value, however, there was an increase of some 400,000 taels. The green tea trade was slightly below the 1908 record. It will be learned with interest that there was a marked shrinkage in the opium exports. The quantity sent outside the Empire was 689 piculs of the value of Taels 325,245. For 1908 the figures were 2,232 piculs and Taels 912,291. Other years returns are:—1907, 638 piculs and Taels 251,020; 1906, 4,730 piculs and Taels 2,012,177. The exports of opium were only to three centres—Hongkong, French Indo-China and Korea, the latter country appearing in the returns for the first time. Hongkong took 102 piculs of the value of Taels 115,109, against ten piculs valued Taels 5,465 for 1908. The amount credited to Indo-China is 517 piculs and the value Taels 209,744, against 2,222 piculs and Taels 906,606 for 1908; while Korea's consumption of the drug is returned as of the value of Taels 392.

"Apart from the opium trade, in which, for obvious reasons, extended growth is not desired, the returns show a satisfactory all-round upward tendency. They point to the fact that even in spite of her present policy of comparative inaction China can materially increase her trade with the other countries of the world. What she could do, and what the result will be, when she really begins to unburden herself of her untold natural wealth time alone can tell."

THE BISHOP OF VICTORIA.

The Bishop of Victoria returned last night from a short confirmation tour in the Tang Tsing District, on the East River, when he dedicated an old Ancestral Hall that has been converted into a Christian Church and held five confirmations, confirming 115 candidates, many of whom are old men and women.

The Bishop is announced to preach at St. Peter's to-morrow morning and at the Cathedral to-morrow evening.

BRITAIN AND YUNNAN.

What the new Chinese Army is doing.

(Specially written for the "China Mail.")

As I write there appears the rumour that the British are encamping in considerable numbers over the border of Yunnan, and, although the British Minister at Peking has announced most emphatically that it is merely a case of misunderstanding on the part of the gentry of that province, sufficient importance is attached to the presence of British troops as to have spread an alarmist report throughout the length and breadth of this province. Things here look dangerous enough at the present moment.

This synchronism with the presence in the south of Yunnan of French troops in greater numbers than usual—the purpose for which there are there is illegitimately believed for something more than the mere guarding of the railway—with the British troops on the border of Tibet, and the report that Russia is about to send to China an ultimatum respecting her trade rights and privileges in Mongolia. So that it is not unnatural for the Chinaman of this isolated province to believe that among the Powers there is happening a sort of political general post, that the combined forces of Europe mean to strike hard at China just at the time when she seems weakest—and it is easy to imagine that in the province which borders on to Burma great unrest prevails. So far as we are concerned, the Chinese claim that we have no right to send our troops over the border, and it may be supposed that we have not. The problem is rendered all the more difficult from the fact that at the present time a spirit of keener ill-feeling runs through the common people on account of the opium trade, the military, the general spirit of reform, which is erroneously put down to the credit of the foreigner, and to the excessive taxation necessary for the carrying out of the reforms.

THE YUNNAN ARMY.

Let us look at the question as it might affect British Burma.

Last year, when, after some four thousand miles of travel in the province of Yunnan, I arrived at Dhuomo, an officer of the Welsh Fusiliers (then stationed at that up country station) asked: "Well, what do you think of the model army of Yunnan?" ... and only laughed to scorn my suggestion that during the past two years Yunnan had made enormous military strides, and dismissed as absolutely ridiculous my opinion that at the present rate of progress Yunnan would in ten years time be able to put in the field some forty thousand trained soldiers who would be able to compare with any Asiatic soldier (even including our own Sikhs), and be able to make a good show at defending the country against the possible invasion by the troops stationed in Upper Burma.

"Why, man," said the amused officer, "once get a few of our little twelve-pounders at work, and you would soon see them run away from our troops." He then went on most arrogantly to explain that fifteen hundred British would be sufficient for a good many years to come to protect British interests on the border; and although he enjoyed my little stories about the training in the capital city and several other of the larger towns of the province, he told me off-handedly that I was not a military man and did not understand these things! And so it is with the average man in Burma and India—he has no idea whatever of what Yunnan is doing to bring into being an army powerful enough not only to see that she keeps the foreigner out, but that she will be in a position to absolutely rule the destinies, commercially and politically, of Yunnan, and keep the foreigner just as far off as she wishes.

Because a few foreigners during the last decade have found it impossible to refrain from writing up the absurdities and oddities of the ragtag and bobtail of yamen runners sent to escort them from point to point in their travels, there it has become to be understood that Yunnan has no army at all.

But a greater mistake could not be made, and if the opinion expressed to the writer by that officer of the Welsh Fusiliers, who had never put foot in China and who therefore thought he knew most about it, be taken as a criterion of the ignorance of the British troops to whom the safety of the border is entrusted, the sooner it is dispelled the better for Burma.

In Yunnan alone, there are at the present moment no less than ten thousand troops under training. The military academy would be a credit to any town in India, the discipline and military bearing of the troops on parade would be no disgrace to any native or foreign regiment in Asia, the thoroughness with which the Yunnan Model Army is equipped with modern gear not only shows that the provincial authorities mean business but that the army shall be in a position to put that business through. In the capital what first strikes the visitor is the military and imperial spirit which has sprung up into a national virtue among the people. The officers in many cases have come direct from Germany or other countries of Europe, in other cases they are drafted from the capital of Peking, and, with queues discarded and bearing evidence of hard drill in military strategy, impress one that the new army is just about the only thing which is real. The military progress of Yunnan cannot be praised too highly.

What is going on in the capital city I have seen in a lesser degree in smaller towns throughout the province. In Talifu (on the main trade route to Burma), in Yungchang (three days from Tengyueh), in Chu-tsing-fu (four days the other side of Yunnanfu), in Mengmeng in Chao-tung-fu, in Tongchuan-fu, and many other places where I have travelled I have seen this military spirit most marked.

OTHER CENTRES.

Major W. A. F. Williamson, of the Army Service Corps, who left Hongkong in 1908, has been promoted lieutenant-colonel.

H. F. Law Yeh-lin, the Chinese Minister to London, has sent two of his daughters to Roehampton School, Brighton, to finish their education.

Mr Z. C. Blaschower, assistant paymaster, who was secretary to Commodore Stokes and Lyon at Hongkong, has been appointed to H.M.S. Leander, additional, for the Tyne, in charge.

Lieutenant-Colonel James M. Reid, B.D., Royal Army Medical Officer, who was in charge of the Military Hospital, Hongkong, 1880-1900, has retired on retired pay from January 23rd, 1911.

It has been decided to raise the personal emoluments of the office of Governor of Fiji from £2,700 to £3,000 a year. Sir Henry May, late Colonial Secretary of Hongkong, will draw the increased income of that office.

In many instances the soldiers have transformed the temples into barracks, in others they have erected huge arsenals and modern barracks, but everywhere drill goes on from morning to night. If Yunnan ever falls in war, it may be because the men will turn on the officers who in time of peace drilled them from dawn to dusk, all day and every day, and with scarcely any time to fool around in that imitatively childish way so dear to the heart of all Chinese, young or old. It is doubtful whether Japan at any period of her own progress made greater strides in army matters than Yunnan is making at the present time—and what may be said of Yunnan is true, as we all know, of many of the other provinces, with which, however, Burma has less to do.

The British military authorities in Burma should not lightly dismiss the possibility of Yunnan's Model Army being a menace to the British frontier. The Model Army of China is a feature of the Young China party, and their influence, although slow in coming, is certainly sure of establishing a firm foothold in a province so full of conflicting interests as is Yunnan. The reform movement is the most real thing in Chinese politics, but because of its unworldliness it is a matter of absolute impossibility for the country to fall immediately into line, and we who look on are apt too often to ridicule and altogether doubt the ability of Young China to direct her steps aright. Whilst this military question is one essentially for the Government, it is vitally associated with the Young China spirit, and it is only hoped that it will not weaken itself at cross purposes. The Government and the Young China party are now in antagonism, but those who know most about the policy of the country declare that China, from within and from without, is giving proof after proof that she does not want foreign assistance to take any part in the regeneration of her country. Whilst from within she is begirt with many separatist and anti-government tendencies, it cannot but be admitted that the reform movement, in which propaganda stands first military progression, goes steadily ahead. Its final outcome is impossible to say, so complex is its character and fraught with such possibilities, good and bad. Her attention should be given to troubles from within, but with so many distorted and contorted reports and visions which crowd a press notoriously wicked, it is quite possible that China may in the next year or two have to face trouble from without. Such reports as that which this article deals with at the outset are calculated to foment the feelings of the people to greater hatred of the British; and history, so bloodthirsty a record when dealing with China's dealings with Europe within her own borders, may yet have to give place to possibilities of internal strife and revenge against the foreigners who live there, that China may yet have to undergo a terrible ordeal before she can enter into the comity of nations.

FINAL DESIDERATUM.

China must be careful if she would escape from herself—her own greatest enemy. So far as the entry of troops over the British border is concerned, anyone who has studied Anglo-Chinese relations during the past decade would know that Britain would not be the aggressor there. There may or may not be some misunderstanding—as to the exact dividing line where the two great empires meet. But immediately troops are seen where people believe the dividing line to be there flashes throughout the provinces that the British are in Yunnan, that war is expected, that the foreigners who reside in the interior cities must be killed so that China may in this "get her own back"—and so millions of the common people are immediately up in arms against foreigners in general because of the crass ignorance of China's population concerning their own political standing with other nations.

In the whirl of her home political excitement, in her military progress, in the making of treaties with foreign powers, in the rush of the commercial war sweeping through the Empire, in all her doings we see the froth and the bubble which would seem to herald the dawning of a brighter day in China's strange national life. But we know, too, that the Empire—Government and people—is full of incongruities and inconsistencies, absurd in argument and narration. She is making strenuous endeavours to reach forward to the mark of a high political calling, and in doing so has to fight the Dragon. China is weak. If she is struck now by any of the Powers, one risks from foretelling the consequences. For China's sake, it is to be hoped that she will not be struck nor forced to strike.

EDWIN J. DINGLE.

SOCIAL AND PERSONAL.

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[Continued.]

CARNIVAL TENNIS CHAMPIONSHIP.

HONGKONG LOSES THE DOUBLES.

(From Our Special Correspondent.)

MANILA, March 3.

Hongkong has suffered another reverse in the Carnival sporting programme.

In the Tennis Doubles Competition the Hongkong representatives had to face Mr. Paul Fanning and Mr. Edwin Gee, but victory went to the latter pair, who are thus Doubles Tennis Champions of the Orient.

TROOP MOVEMENTS.

(Wah Tse Yat Po's Service.)

PEKING, March 3.

Field Marshal Chong Kwei Ti has been ordered by the Board of Military Affairs to bring his troops to Fulus, where they are to be stationed.

THE PLAGUE.

REPORTED APPEARANCE AT HONAN.

(Wah Tse Yat Po's Service.)

SHANGHAI, March 3.

It is reported here that the plague has broken out in Honan.

PRESERVATION OF RUINS.

(Wah Tse Yat Po's Service.)

PEKING, March 3.

The Grand Council has requested the Civil Board to examine into the credentials of the Ruin Preservation Society.

THE YUNNAN BOUNDARY.

(Wah Tse Yat Po's Service.)

PEKING, March 3.

The officials in Peking who are natives of Yunnan have jointly sent in a petition to the Throne respecting the Yunnan boundary.

NEWS OF THE DAY.

A small party of sportsmen intend searching out the Stanley tiger to-night.

Regulations applying to the Hongkong Volunteer Reserve appear in the Gazette.

Two Roman Catholic Sisters of Charity, who have been engaged in plague work at Chefoo, have contracted the disease and died there.

So much urgent legislative business remains to be done in Washington that President Taft has decided to convene an extra meeting of Congress on April 4th.

On Monday Dr. Neville Bradley, of Pakhoi, will conduct the Christian Union meeting which will be held as usual at Rutherford Hall, St. Stephen's College, at 5.30 p.m.

Invitations are out for the laying of the foundation-stone of the new building in connection with St. Paul's College, which ceremony is to be performed on Saturday next by His Excellency the Governor.

Members of the Volunteer Reserves are reminded that shooting for the May Cup at 500 yards, at King's Park, to be followed by Class Firing, takes place to-morrow commencing at 10 a.m.

The Chinese Engineering and Mining Company, Limited, report that the total output of the Company's three mines for the week ending 18th Feb. amounted to 20,208.47 tons and the sales during the period to 22,684.46 tons.

Bishop Ferguson-Davis, of Singapore, has devised a short-service scheme by which it is arranged that workers under him in Malaya, the Straits Settlements and Siam shall come out to Singapore in the first instance for three years, with their return passage guaranteed, a stipend of 240 per annum, and board, lodging, travelling expenses, &c., paid.

Delicias de Manila.

Our own SPECIAL Brand.

Made from the first pick of the Finest Manila Leaf Tobacco.

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REINA VICTORIAS

LONDRES

CHEROOTS

We have also large stocks of

JUPITER (Gold tipped) Egyptian Cigarettes @ 50 Cents per Tin of 50.

SPECIAL (Coke tipped) @ 60

H. Price & Co., Ltd.

Wine and Spirit Merchants,

12, Queen's Road Central, Hongkong,

and 63, Haiphong Road, Kowloon.

[Continued.]

IMMIGRATION RESTRICTIONS INFRINGED.

JAPANESE SCHOONER DETAINED BY BRITISH SLOOP.

(Reuter's Service to the China Mail.)

LONDON, March 4.

A message from Fanning Islands states that the British naval sloop Albatross has detained the Japanese schooner Taka Maru, the latter having admitted that she had landed thirteen Japanese on Christmas Island.

BRITISH POLITICS.

SECOND READING OF PARLIAMENT BILL.

(Reuter's Service to the China Mail.)

LONDON, March 3.

The second reading of the Parliament Bill has been passed in the House of Commons by 308 votes to 243.

COUNTER-MOVE BY LORDS.

(Reuter's Service to the China Mail.)

LONDON, March 3.

A Referendum Bill has been introduced in the House of Lords by Lord Balfour of Burleigh and read a first time.

THE OPIUM QUESTION.

BRITAIN AND CHINA NEGOTIATE.

(Reuter's Service to the China Mail.)

LONDON, March 3.

Reuter's Agency learns that negotiations have been proceeding between the Waiwupu and Sir John Jordan, the British Ambassador at Peking, ever since the latter's return regarding the restriction of the importation of Indian opium into China.

The general idea is that the importation should be reduced proportionately to the lowered production in China, but some people in China hold the view that the production and importation should cease immediately.

AMERICA AND JAPAN.

DETAILS OF THE NEW TREATY.

The Labour Difficulty Removed.

(Independent News Agency's Service to the China Mail.)

TOKYO, March 3.

Yesterday Count Komura, Minister for Foreign Affairs, gave an explanation in the Lower House of the Diet regarding the new treaty that has been concluded between Japan and the United States. He said that the provisional clauses in Article I of the existing treaty relating to labour and emigration had been removed and at the same time the Imperial Government had declared that they had no intention of departing from the principle they had hitherto adopted with regard to emigration.

The coasting trade, the Minister said, had been entirely left out of the Treaty, both parties being left free to enact their own national laws, treatment as accorded by the most favoured nation clause being mutually enjoyed.

The clause in the old treaty relating to the perpetual lease of land by foreigners had been removed.

The Imperial Government intends further to negotiate with America for a final solution of this question.

The new treaty will be enforced from the 7th of July, and the result is expected to lead to increased friendship between the two nations.

FACTORY LEGISLATION IN JAPAN.

(Independent News Agency's Service to the

H. E. THE GOVERNOR INSPECTS THE GAOL.

Mr. Chung Tse Chung, of the Board of Justice, who has come from Peking to examine the prison system in South China, accompanied by the Governor, by invitation, in an inspection of Victoria Gaol on Friday afternoon. The Hon. Mr. A. W. Brown, Registrar General, Mr. H. R. A. Craig, Assistant Superintendent, and Dr. P. Kelly, Medical Officer in charge, were present. His Excellency inspected the new extension by which 78 additional cells and 3,000 sq. yds. of additional yard area are provided, and particularly examined the place from which the recent escape was effected. The fact of the prisoners was inspected and also the visiting justices' book, in which their comments are recorded, and the excellent characteristics of the prison system were explained to Mr. Chung.

COMPANY MEETING.

Hongkong and Kowloon Wharf and Godown Co., Ltd.

The twenty-fourth ordinary annual meeting of shareholders of the Hongkong and Kowloon Wharf and Godown Co., Ltd., was held at the Office of Messrs. Jardine, Matheson and Co., Ltd., to-day.

Hon. Mr. Henry Keswick presided and there were present Messrs. J. W. C. Pomeroy, W. Logan, G. H. Matheson, Sir Paul Carter, G. F. Fraser, D. K. Brown, H. A. Stiles, directors; R. P. Briggs, R. C. Barlow, P. R. Wolf, W. S. Brown, E. J. Hughes, J. Robinson, R. Picham, E. D. Easworthy, Ho Fook, W. Hutton, Capt. Easworthy, H. A. Griffin, and Mr. Secretary.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen,—With your permission I will take the report and accounts as read. The profit on working again shows an improvement on the previous year notwithstanding that our earnings remained practically the same. This result is due to measures of economy which have continued to be enforced and which were commenced three years ago when it became evident that the Co.'s establishment, enlarged year by year, to meet what appeared at the time to be the growing trade of the Port, was in reality more than sufficient for the reduced business which actually eventuated. Two items in the accounts require explanation, viz.: the transfer of \$30,000 from reserve fund and \$40,000 from insurance fund. You will remember that after the typhoon of 1908 we wrote up the book value of wharves, lighters, etc., by the amount spent in replacing them, which were destroyed, a course we at that time felt justified in following on account of the low value at which they stood in the books. The final payments on account of typhoon damage having now been made, these transfers became necessary for the purpose of re-adjusting book values to a figure as nearly as possible to-day's true values; by which is meant original cost after writing off 5 per cent. annually for depreciation. The Kowloon-Canton railway is a factor which should come into account, very considerably, and it is a joint interest of ourselves and the railway, as it is a broad-minded manner, we shall certainly be able to facilitate the bringing of large inward freights to the wharves, in a position, if we receive due consideration from the Government, to deal with export cargo efficiently and cheaply. But it should be a line of action that the Government meet us as generously as possible in laying in sidings to our wharves and hereby conducing to the benefit of all concerned. This is a matter which must have the very closest attention of your Directors. I fear I hope is without grounds, a disposition on the part of the authorities to utilize the large and costly Hong Kong wharves—paid for out of railway funds for the purpose of wharves and warehouses in competition with ours, even possibly to the extent of establishing Government godowns and this at our expense. I say advisedly as our expense, because we have paid for our own, we are also being heavily taxed for the Government's requisition and further expenditure thereon for wharves purposes would put us in the final and desperate position of paying for our own execution. We are all aware that the day of monopolies is passing, and we do not look for exclusive trading, but in the view of the fact that it is Hongkong money and energy that has built up our unrivalled position, cannot be considered unreasonably in asking that the Hongkong Government should give us a full measure of its support. (Applause.)

Our business is essentially one which prospers with the prosperity of the port and vice versa. We have not had bad times lately, and when you take that, and the typhoon visitation, into mind, I think you will agree with me that our secretary and manager has done exceedingly well in showing results which enable us to declare a 6 per cent. dividend. (Hear, hear.)

There being no questions, the Chairman proposed the adoption of the report and accounts.

Mr. Ho Fook seconded and the motion was carried.

On the motion of Mr. W. Hutton Potts, seconded by Mr. Hutton, Mr. W. B. Bonner, and H. A. Stiles were re-elected directors.

Captain Unsworth proposed and Mr. Picham seconded that Messrs. Potts and Bonner be re-elected auditors.

Mr. Barlow—I beg to suggest that one professional accountant be added to the auditors.

The Chairman—Will any one second that?

Mr. Bonner was forthcoming.

The Chairman—I am afraid that there is no second I must put the original proposition.

The motion was carried.

The Chairman—The only other thing I think is to tell you that dividend warrants may be had on application on or after Monday. I thank you for your attendance.

RAMBLING NOTES.

The heroic little band of pioneers who started the Hongkong Flower Show are reaping their reward. The Show held in the Botanical Gardens this week was a revelation to many folk who only know the flower-growing capacity of Hongkong by the display in Wyndham Street and its vegetable possibilities by what the cook condenses to bring home from market. One old resident, who made his first visit to the Show on Wednesday, came away impressed with the depth of his own ignorance. He had been nearly fifteen years in the Colony and never seen such flowers or such vegetables.

Indeed, it was the vegetables which pleased him most and now he is going to make a garden of his own and send something decent to the table, or he will start a kitchen garden himself! More power to his elbow, say I.

Mr. Matheson's roses were the pride of the Show, to my way of thinking. They were glorious blooms and put one in mind of what the Old Country produces in leafy June. Both here and in Japan the tendency is for roses to rapidly deteriorate, to rot in fact almost to the original wild rose condition, but Mr. Matheson's roses prove what can be done if you only know the right way to set about the thing. Patience, common sense, and a real passion for the flower, I suppose, are the three requisites, and these do not always come together in harmonious proportion in the amateur horticulturist.

I am sorry to hear that there is a little misunderstanding, however, in connection with the Show, and that a suspicion has been created that the rules have not been strictly complied with in some cases. In an amateur Society such as that of Hongkong every one must play the game fairly if the objects set before members are to be attained.

The yearly exodus from the Colony has commenced in good earnest and every outgoing mail steamer, no matter what flag trails over the stern, is crowded with residents "off for the Coronation." The plague outbreak in Manchuria has had the effect of diverting a very considerable stream of traffic and the Canadian, American and other routes are proving thereby. The Empire steamers are literally booked up for months ahead, and the same tale is told by the good old P. and O. Well, I am glad to think Hongkong will be so well represented in England during the coming festival and I hope one and all will have a thoroughly good time.

The Peak and her sister hills had donned their cloud-caps this morning and on the upper levels there was a perceptible drizzle. I do not know whether this portends the break-up of the fine, dry weather which we have enjoyed for so long. At any rate folks are beginning to talk about the possibilities of our water supply running short before the rains set in. Hongkong will never be really safe from the probability of a water famine until the Tytan extension scheme has been carried out in its entirety, but with an empty Treasury, a falling revenue and an insatiable War Office to hinder and thwart us, I do not see when we shall be able to tackle that job properly.

We have started in upon the dolorous season of Lent; or rather the Churches have, for I don't see any falling off in the matter of dinners, dimes, evening entertainments and other frivolities which make a Hongkong winter such a gay thing for those in the affluent strata of society. As for the very frivolous lot and that the admonitions of the ecclesiastics that we should not season apart for reflection contemplation and high thinking falls on very deaf ears. As for fasting—I, well, the rest is silence.

I see in a Home paper that Mlle. Miropolsky, the brilliant young "Portia" of the Paris Bar, is threatened with the thunderbolts of the Council of the Order of Advocates. Recently she delivered a lecture at the Theatre de Claret. This young and handsome "soubrette" whose charms and fascination have caused her among the younger members of the Bar, appeared in a stylish dress, a ravishing hat, and a stole of the latest model. Unfortunately for Mlle. Miropolsky, at the bottom of the printed programme distributed to the audience were the words: "The dress and hat of Mlle. Miropolsky are from the 'ateliers' of Mlle. So and So."

This terrible breach of legal etiquette was reported to the Council of the Order, and that grave and learned body will shortly meet to sit in judgment. Meanwhile the Bar is split into rival camps. One side does not see anything so very dreadful in the enterprise of Mlle. Miropolsky's "couture," while the other sees nothing less than the collapse of the dignity of the order if such customs are allowed to gain ground. They are visions of young barristers indicating their fall on their visiting cards, or giving statistics of their success in defending their clients.

America has defined the other half of the Suffragette. It is the husbandette. The title has sprung into instant popularity and has come to stick. The husbandette, in the kind of man who is terrorized by his wife, and who, though secretly opposed to, or indifferent to, giving the franchise to women, nevertheless is afraid to argue the matter with his wife. The husbandette remains at home, perhaps fortitiously smoking a forbidden pipe indoors, while his wife is out in the streets giving a public exhibition of a hugging match with constables. A husbandette never holds an opinion, from the colour of a dog to the colour of a necktie, which differs from the opinion of his wife.

The Ft. Helens Highway Committee has considered the following claim for compensation contained in a letter:—

"On the 24th December, 1910, while walking along William Street from Baldwin Street to Ormskirk Street, on the left side, I trod on a loose tile. It gave way, with the result that it broke my leg, causing me pain and considerable inconvenience. I expect you will recompense me."

P.S.: The leg is a wooden one, and the damage can be put right for 5s.

Can't I see the tremendous humbug as he wrote that touching letter, and also the manner in which the Committee dealt with it. If my Sanitary Board doesn't have such cases to deal with at times. It would relieve the monetary of returns, material statistics, or debates on the condition of the Pekingian reservoir.

HONGKONG UNIVERSITY.

Arranging for the Future.

Probable Opening in 18 Months.

Some interesting particulars of preliminary work in connection with the Hongkong University are revealed in the minutes of a Committee meeting held on December 28th which have been forwarded to us for publication by Mr. E. A. Irving, Acting Registrar of the University Committee. H. E. the Governor (Sir F. J. D. Lugard) presided and those also present were:—Hon. Sir F. H. May, K.C.M.G., Hon. Mr. A. W. Brown, Hon. Mr. W. C. M.G., Hon. Mr. Wei Yuk, C.M.G., the Right Reverend the Bishop of Victoria, Sir H. N. Mody, Kt., Mr. Murray Stewart, Mr. A. Turner, Mr. E. A. Irving, Mr. C. Clement and Mr. Lau Chi Pak.

The Chairman referred to the discussion which had taken place at a previous meeting on the subject of inviting American subscriptions, and the recognition, if any, which would be accorded if they were very large in amount.

Dr. Ho Kai informed the Committee of the two unsuccessful applications which had been made to Dr. Rockefeller's "Educational Board," by Mr. Wu Ting Fang, Chinese Minister to Washington, and by the Standard Oil Company.

It was decided to leave the question in abeyance at present.

ANATOMICAL THEATRE.

A list of subscriptions by Chinese Galleys to a separate fund for the building of the Anatomical Theatre, amounting to \$8,350, was laid on the table.

Dr. Ho Kai and Mr. Brown informed the Committee that the amount in hand had now reached \$20,000, and \$23,000 was in view. Dr. Ho Kai stated that Mr. Fisher (who had drawn the plans for the original building when its erection had been contemplated by the Hongkong College of Medicine) estimated that the new building should not cost more than \$25,000. Dr. Ho Kai undertook to discuss the plans with the Principal Civil Medical Officer, Dr. Clark, Secretary of the College of Medicine, and submit them at an early date to the Committee for consideration.

The Chairman proposed, and it was unanimously agreed, that the building should be undertaken without delay at a cost not exceeding \$25,000. The sub-committee undertook to supervise construction as in the case of the main University buildings.

REPRESENTATION IN ENGLAND.

The Chairman moved, and Sir H. May seconded, a proposal to invite a certain number of gentlemen in London to represent the Hongkong University Committee in England.

The proposal was carried unanimously and the following names were agreed upon:—Mr. J. H. Scott, Sir T. Jackson, Dr. Cantlie, Mr. Gresham Stewart, M.P., and Dr. Meyer.

STAFF SELECTION.

The Chairman referred to papers which had been circulated to members relative to the creation of a Selection Board in London for advising as to applications for appointment to the staff of the University. He explained that Sir John Struthers had offered to place the services of the Board, which already selects for educational appointments on behalf of the Colonial Office and India Office, at the disposal of the Hongkong University, while Dr. Meyer, Principal of London University, had also kindly offered to form a strong Selection Board. The Chairman suggested that the matter was one which should be dealt with by the Council and Senate of the University when those bodies are created.

It was agreed that the cordial thanks of the Committee should be conveyed to Sir J. Struthers and Dr. Meyer, but that it was at present premature to deal with the matter.

APPOINTMENT.

The Chairman further referred to the application by Mr. Crowfoot for the appointment of Principal, and to other applications which with their testimonials had been circulated, and suggested that though it was premature to select the staff at present, it would be advisable to inform Mr. Crowfoot (who seemed a likely candidate) of the approximate date on which a Principal would be appointed, in order that he might maintain his candidature.

After some discussion it was agreed that, provided the buildings were completed by February, 1912, as anticipated by the architect, the University might be opened in August or September, 1912, and that the Principal should be appointed about January 1st, 1912. Applicants for appointments other than that of the Principal might be informed that no posts would be filled until about June, 1912, at the earliest. The Committee were of opinion that the University should have two Sessions, but the matter was left for the decision of the Court and Council.

THE PRINCIPAL'S RESIDENCE.

A statement by the contractors for the University buildings, was laid on the table by Sir H. Mody.

The Chairman referred to the fact that the Buildings Committee had condemned two sites selected for the Principal's House.

Sir H. Mody concurred in this view and suggested that the Principal should live at the Peak.

the architect, on the ground and examining the alternative sites submitted, and submit their proposals to Sir H. Mody and the Committee, it being understood that Sir H. Mody was only pledged to the site involved by building on the original site.

MAKING VICTOR'S INTEREST.

Dr. Ho Kai reported that in conjunction with Messrs. Tse and An Chak Man (members of the Chinese sub-committee for collecting subscriptions) he had visited Shanghai, when the Viceroy, Chang Jen Ching, had assured him of his continued interest in the project, for which it had been his intention to raise a subscription in his new province, had it not been for the financial crisis and the cost of the Nanking Exhibition. He hoped that after China New Year he would be able to do so. Dr. Wu Ting Fang had promised to head the subscription list with a large sum, and several other gentlemen had promised to contribute a similar sum between them so that the project of substantial help from Nanking and Shanghai seemed very good.

THE MEDICAL DEGREE.

Sir F. Lugard reported to the Committee that while in England he had had many interviews with the Authorities of the London University regarding the granting of their degree. There was no difficulty except as regards the Medical degree, and the London University were most anxious to meet the wishes of the Hongkong University in this question also, even to the extent of meeting their existing regulations. The papers on this subject had been circulated for information of the Committee, but it was a matter for the Council, Senate, and Faculty of Medicine to consider later. He moved "That the Committee be requested to advise the University in this question also, even to the extent of meeting their existing regulations."

Sir F. Lugard further stated that he had sent an appeal for funds to 73 leading London and provincial papers, but the result so far had been very small. In taking he found a quite surprising enthusiasm for and interest in the scheme, especially among the "returned students."

THE KING'S WISHERS.

A number of letters were laid on the table, including the following from Sir Arthur Bigge, K.C.M.G., Private Secretary, to His Excellency the Governor:—

"The King was much pleased to hear, in conversation with you, the particulars about the University, and having regard to His Majesty's ready interest in the statement which you were good enough to send to him regarding the aims of the University and how it is to be conducted."

"His Majesty is very glad that the holders of the Scholarship established by the annual grant provided by the British Government are to be called 'King Edward VII Scholars,' and the King wishes all possible success to the University, and trusts that it will prove specially beneficial to the Chinese population of Hongkong."

Mr. Joseph Chamberlain's interest.

In a letter to His Excellency, Mr. Joseph Chamberlain wrote:—

"I have followed with great interest all that you have told me about your new institution in Hongkong as well as studying the papers which I have received from Lady Lugard."

"I feel that you have carefully thought out this project, and having regard to the interest which you have exhibited from Sir H. N. Mody and the Chinese I cannot doubt that you will have a great success, and I wonder that it has been delayed so long."

"All that is said about the difficulty of attending European Universities I can well understand, whereas a University in Hongkong is likely to render great service to the Chinese and to be appreciated by them. I have long felt that in other British Universities the distance and the difficulty of bringing students so great a distance are very great obstacles. I do not think, however, that these considerations will arise in the case of a University established at Hongkong."

"Meanwhile I wish you every success with your new undertaking, and I do not doubt that your zeal in supporting it and the character which has been given to the University from the first will bear fruit and secure the success which you will deserve."

DEATH OF MR. A. A. GUTIERREZ.

We regret to announce the death of Mr. Augusto Aureliano Gutierrez, which sad event took place at his residence, No. 14 Mosque Street, in the early hours of this morning. Deceased was about forty-eight years of age and was highly respected amongst the Portuguese community. For upwards of thirty years the late Mr. Gutierrez had been employed in the Hongkong and Shanghai Banking Corporation, in which institution he had risen to the important position of chief clerk. Deceased leaves a widow for whom much sympathy will be felt.

The funeral takes place on Sunday, leaving the residence at 3 p.m. for the Roman Catholic Cathedral, where a service will be held, after which the mortal remains will be interred in the Roman Catholic cemetery.

THE MACAO BARRIER.

News spread in town on Friday that the Chinese have built a strong wall in the neutral territory at Macao between Porto Cervo and Chinan, and that the wall had been in progress for some time before the Local Government ordered the building to stop. The unfinished work was destroyed by a squad of soldiers sent thither to intercept the work. It is rumored that some trouble is threatened at Macao with the Chinese.

The British steamer Morlaix, 1757 tons, lately owned by Messrs. Watts, Watts & Co., London, has been bought for £6,000 by Mr. Hashim Jiro, of Nishinomiya, and will be used for private trading enterprise.

A fine of \$85 was imposed by Mr. E. R. Hallifax, as the Magistrate this morning on a native for being in possession of a quantity of opium.—An Indian watchman was charged with stealing a quantity of clothing, value \$15.48, the property of Messrs. Whiteway, Laidlaw and Co., Ltd., and the case was remanded until Monday.

Inspector O'Sullivan charged a native for selling dynamite and detonators at Maau-look and a fine of \$25 was imposed.

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STEAMSHIP	CAPTAIN	LEAVING
HAICHING	Capt. A. H. Stewart	SUNDAY, 5th Mar., at 10 A.M.
TAIWANG	Capt. A. H. Stewart	WEDNESDAY, 8th Mar., at 11 A.M.

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Shipping.

U.S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Borneo, Java, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	FRIDAY	SAILING DATES
KOREA	18,000	FRIDAY	10th Mar., at 1 p.m.
SIBERIA	18,000	FRIDAY	24th Mar., at 1 p.m.
MANCHURIA	27,000	SATURDAY	8th April, at 1 p.m.
MONGOLIA	27,000	SATURDAY	22nd April, at 1 p.m.
KOREA	18,000	SATURDAY	27th May, at 1 p.m.
SIBERIA	18,000	SATURDAY	9th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY	24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY	15th July, at 1 p.m.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. S. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 10th March, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of the Navy, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Government of China and Japan.

To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.E. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call.

To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Services of the Government of China and Japan.

These Special Rates apply when travelling at their own expense and to their families.

To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

China.....10,200 Tons, FRIDAY, 31st Mar., at 1 p.m.

Asia.....9,500 " FRIDAY, 21st April, at 1 p.m.

Persia.....9,000 " FRIDAY, 19th May, at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, March 31st, at 1 p.m.

On the Fine Mail Steamers, ASIA, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports.....£43.

Hongkong to San Francisco via New York.....£25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, Kink's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

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FRED J. HALTON, Agent.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
SINGAPORE, PENANG AND CALCUTTA	YUMSANG	MONDAY, Mar. 6, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, Mar. 11, at 2 p.m.
SHANGHAI	TUNGSHING	SUNDAY, Mar. 12, Daylight
SHANGHAI, KOBE AND MOJI	FOOKSANG	MONDAY, Mar. 20, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Katsunag and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHENAN	Mar. 4, Daylight
SINGAPORE & JAVA	SHANTUNG	7, at Noon
MANILA, ILOILO & CEBU	KAIPOK	Mar. 7, at 4 p.m.
NINPO & SHANGHAI	HANYANG	Mar. 7, at 4 p.m.
HAIPOK	SINGAN	Mar. 8, at Noon
TIENTSIN	HUNGKOW	Mar. 8, at 4 p.m.
SHANGHAI	LINAN	Mar. 9, at 3 p.m.
MANILA, ILOILO & CEBU	TAMING	Mar. 14, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. 'LINTIN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS (S.S. Anhui, Chenan, Linan, Chienan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES.—\$45.00 Single, \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 86.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATES.

MARSEILLES, LONDON

AND ANTWERP, via

SINGAPORE, PENANG, COLOMBO AND PORT SAID

VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIKAI & YOKOHAMA.

VICTORIA, B.C. AND SEATTLE

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

SHANGHAI, MOJI & KOBE

BOMBAY, via SINGAPORE, AND COLOMBO

NAGASAKI, KOBE AND YOKOHAMA

KOBE & YOKOHAMA

YAWATA MARU, Capt. T. Sekine, Tons 5000, FRIDAY, 17th Mar., at Noon.

KANAGAWA MARU, Capt. C. H. Butler, Tons 7000, SATURDAY, 25th Mar., at Daylight.

HIRANO MARU, Capt. H. Fraser, Tons 9000, WEDNESDAY, 29th Mar., at Daylight.

INABA MARU, Capt. R. Kawan, Tons 7000, TUESDAY, 28th Mar., at Noon.

TAMBA MARU, Capt. H. Sato, Tons 7000, TUESDAY, 28th Mar., at Noon.

KAMAKURA MARU, Capt. J. Nagao, Tons 7000, SATURDAY, 25th Mar., at Noon.

YAWATA MARU, Capt. T. Sekine, Tons 5000, FRIDAY, 17th Mar., at Noon.

NIKKO MARU, Capt. N. Yagi, Tons 6000, FRIDAY, 17th Mar., at Noon.

CEYLON MARU, Capt. Fred. Pyne, Tons 6000, MONDAY, 6th Mar., at Noon.

TOSA MARU, Capt. H. Nomura, Tons 7000, TUESDAY, 7th Mar., at Noon.

NIKKO MARU, Capt. M. Yagi, Tons 6000, WEDNESDAY, 16th Mar., at Noon.

KAMO MARU, Capt. F. L. Sommer, Tons 9000, THURSDAY, 10th Mar., at 11 A.M.

† Cargo only. * Carries Deck Passengers. † Omitting Penang.

† Cargo only. * Carries Deck Passengers. † Omitting Penang.

† Cargo only. * Carries Deck Passengers. † Omitting Penang.

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† Cargo only. * Carries Deck Passengers. † Omitting Penang.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON, 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TARIFF PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Arrive London	Days
MARMORA	10,500	Mar. 18	Apr. 15	27
DEVANHA	8,000	Apr. 1	Apr. 29	28
DELHI	8,000	Apr. 15	May 13	29
ASSAYE	7,500	Apr. 29	May 27	30
DELTA	8,800	May 13	June 10	31

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON (including Suez).

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamer	Tons	Leave Hongkong	Arrive London	Days
SYRIA	6,700	Mar. 18	Apr. 15	27
NORE	6,700	Mar. 28	Apr. 25	28
PALAVAN	4,700	Apr. 1	Apr. 29	28
BORNEO	4,700	Apr. 15	May 13	29
SICILIA	6,700	May 1	May 29	30
SUMATRA	6,700	May 15	June 12	31
NILE	6,700	June 1	June 29	31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Suez).

1st Saloon.....£55.00 Single. £82.10 Return.

2nd ".....£38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL.

SHANGHAI, KOBE and YOKOHAMA.....POLYNESIE, Bruno, Mar. 13, p.m.

MARSEILLES, Via Ports.....TONKIN, CHARBONNEL, Mar. 14, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, S. COLOMBO for CALCUTTA, DOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONNAT, TROPE and BLACK SEA.

Through Tickets to LONDON, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,

via STRAITS AND COLOMBO,

TO HAVRE, BREMEN-AND HAMBURG, AND TO NEW YORK.

TAKING—Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. RHEINFELS.....12th Mar.

S.S. SENEGAMBIA.....22nd Mar.

S.S. SUEVIA.....7th Apr.

S.S. BAYERN.....20th Apr.

S.S. FRIEDRICH.....6th May.

S.S. SCANDIA.....18th May.

S.S. SLAVONIA.....4th June.

S.S. SAXONIA.....13th June.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

Steamship Tons Captain For Sailing Date.

RUBY.....4,000 S. Crosby Manila Cebu & Iloilo, Mar. 10, at 4 p.m.

ZAFIRO.....4,000 H. Mainland Manila Cebu & Iloilo, Mar. 20, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MARMORA',

10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY.WILL leave Hongkong on MARCH 18th, 1911, staying
at Bombay 24 hours only and is due to arrive at

MARSEILLES.....April 15th.

LONDON.....April 22nd.

FARES TO LONDON.

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

TOYO KISEN KAISHA,
IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer Tons Captain Date of Sailing.

* NIPPON MARU.....11,000 H. S. SMITH.....Friday, March 17, 1 p.m.

* CHIOYO MARU.....21,000 W. W. GREENE.....Friday, April 14, 1 p.m.

* AMERICA MARU.....11,000 A. G. STEVENS.....Friday, May 5, 1 p.m.

* TENYO MARU.....21,000 E. BENT.....Friday, May 12, 1 p.m.

* Triple Screw, turbine engines. * Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer 'NIPPON MARU' will be despatched for SAN FRANCISCO, Via SHANGHAI, NAGASAKI, KOBE, HOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, the 17th March, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer Tons Captain Date of Sailing.

BUYO MARU.....10,500 K. HASHIMOTO.....Wednesday, April 19, 1 p.m.

HONGKONG MARU.....11,000 H. HINOKUMA.....Saturday, June 17, 1 p.m.

KIYO MARU.....17,200 H. NISHI.....Tuesday, Aug. 15, 1 p.m.

The Steamer 'BUYO MARU' will be despatched for VALPARAISO and CORONEL, Via MUJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO and IQUIQUE, on TUESDAY, the 19th April, at 1 p.m.

FARES FROM HONGKONG.

to SAN FRANCISCO.....£45.00, Single.

" NEW YORK.....60.00, "

" LONDON.....71.00, "

" SALINA CRUZ or MANZANILLO.....£125.00, 24 "

" VALPARAISO.....£125.00, 24 "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service; located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points—Missionaries and their families.

These concessions apply to San Francisco line only.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' and 'CHIOYO MARU' are fitted with Turbine Engines and Triple Screws. Records speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager, KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE (Subject to Modification).

Steamer Arrive Hongkong From Australia Leave Hongkong For Australia.

ST. ALBANS.....Feb. 10.....March 4th, at noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 16, DES VOEUX ROAD CENTRAL, HONGKONG.

SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, and for the TORIN EXHIBITION of 1911.

Head Office—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1906.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. & SEATTLE,
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUCERIC	5200	J. MATTHEW	9th March.
HALLAMSHIRE (Chartered)	5000	G. ELLIOTT	6th April.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to

The Bank Line, Limited,

KING'S BUILDING, PRAYA CENTRAL,

TELEPHONE No. 780.

Hongkong, January 11, 1911.

15

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL.

GAS COAL.

HOUSE COAL.

From the Westwallend and Aberdare Mines (New South Wales)

always on hand.

For prices, delivered or ex godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

184

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA',

28,000 Tons.

CAPTAIN T. W. GARLICK,

VIA

NAGASAKI, KOBE and

YOKOHAMA

SAILS FROM HONGKONG ON SATURDAY, MAY 6th, AT NOON.

FOR

SEATTLE.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS-PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA

Agents.

Hongkong, March 17, 1910.

828

NOTICES TO CONSIGNEES

OSAKA SHOEN KAISHA.

NOTICE TO CONSIGNEES.

FROM TACOMA, VICTORIA, JAPAN AND SHANGHAI.

THE Steamship

PANAMA MARU.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of cargo from alongside.

All broken, chafed and damaged goods are to be left in the godown, where they will be examined on the 2nd March.

No fire insurance will be effected by us in any case whatever.

OSAKA SHOEN KAISHA.

Hongkong, February 27, 1911.

835

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

AYMERIC,

has arrived in the Harbour and is now delivering cargo from Portland (O.), Tacoma, Seattle, Vancouver, Yokohama and Nagasaki.

Consignees of Cargo by this Steamer are requested to lodge their Bills of Lading for counter-signature by the Underwriter and to take immediate delivery of their Cargo from alongside.

Cargo impounding the steamer's discharge will be landed and stored at Consignees' risk and expense.

No fire insurance has been or will be effected.

THE BANK LINE, LIMITED,

King's Building.

Hongkong, February 27, 1911.

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Notices to Consignees

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship Tongo Maru, having arrived from the above Ports, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of cargo from alongside.

All broken, chafed and damaged goods are to be left in the godown, where they will be examined on the 7th March.

No fire insurance has been effected.

Damaged Packages must be left in the godown for examination by the Consignees and the Co's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the godown.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, March 1, 1911.

310

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamer

KOREA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of cargo from alongside.

Cargo remaining undelivered on MONDAY, March 6th, at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's godown.

Cargo remaining undelivered on FRIDAY, March 10th, at noon, will be subject to rent and landing charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on SATURDAY, March 11th, at 10 a.m.

All claims must be filed on or before April 8th, 1911, otherwise they will not be recognised.

FRED J. HALTON,

Agent.

Hongkong, March 3, 1911.

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PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM PORTLAND & JAPAN PORTS.

CONSIGNEES of Cargo per Steamer

HERIK IDSEN.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of cargo from alongside.

Cargo impounding the discharge of the vessel will be landed at once at Consignees' risk and expense.

No fire insurance whatever will be effected.

All cargo remaining on board after MONDAY, March 6th, at 5 p.m. will be landed and stored at Consignees' risk and expense.

All cargo undelivered WEDNESDAY, March 8th, at noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on SATURDAY, March 11th, 1911, at 10 a.m.

All claims must be filed on or before April 1st, 1911, otherwise they will not be recognised.

FRED J. HALTON,

Agent.

Hongkong, March 2, 1911.

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AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

